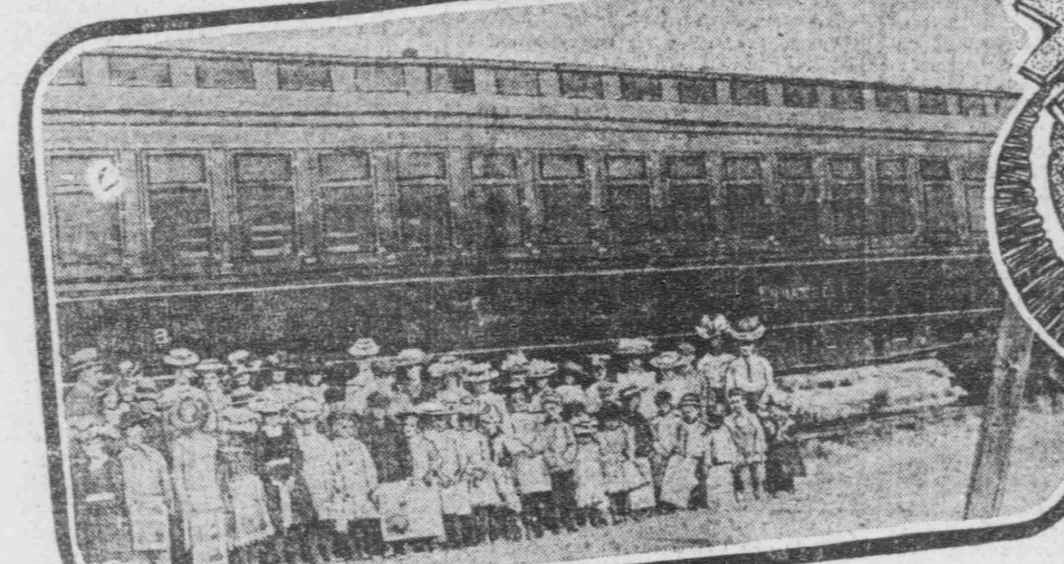


EVANGELIZING THE BYWAYS IN GOSPEL CARS

FROZEN LUMBER CAMPS AND TROPICAL RANCHES REACHED, CHURCHES STARTED IN REMOTE TOWNS BY THESE UNIQUE MISSIONARIES



A Church and Parsonage Inspired by a Gospel Car.



The Chapel Car Emmanuel at Upton, a Lumber Camp, in California.

DID you ever, in traveling, see a car marked Evangel, or Glad Tidings, or Herald of Hope, or Emmanuel, or Messenger of Peace, and wonder what it was?

Perhaps you have seen a car sidetracked and read on its side in large, painted letters, the sentences "Go ye into all the world and preach the Gospel." If not, you are liable to, for such cars are in constant circulation over all the principal lines of railroads in the United States, and they are an adjunct in railroad work that the officials would dislike to lose.

A few years ago the Rev. Dr. Wayland Hoyt was taking a trip in his brother's private car. As they passed through trackless wastes, with here and there a scattering hamlet; to all appearances destitute of a church or any elevating influence, Dr. Hoyt suggested that here, right at home, was a prolific field for missionary work.

"Why not carry religion to these places; build a chapel car, equip it with a missionary, switch it on to a sidetrack, and hold meetings in the car?" he asked.

"Why not?" echoed the railroad officials whom he approached. The idea grew, met with favor; such men as John D. Rockefeller, James B. Colgate, John B. Trevor became interested; a Chapel Car Syndicate was formed, and the chapel car No. 1, Evangel, was built and sent forth on its mission of mercy. Now five others are in commission.

These cars do more than take the Gospel to remote districts. They encourage the residents to erect churches, and, in some instances, start them upon the work. They operate under the direction of the American Baptist Publication Society.

It was in 1881 the inspiration to construct the chapel car Evangel came to Dr. Hoyt. The Evangel and her five sisters are busy now visiting every part of the United States, paying particular attention to the South, Northwest, Pacific Coast, Southwest, Central West, and Northern frontier. Some of them were built with funds donated by women; others by young men, and one was constructed by a man in New York City as a tribute to his living wife. They are moving practically all the time, the stops being brief, a few weeks at the most in one place.

Sixty railroads give free transportation, with orders to pass them over their tracks in any direction at the will of the accompanying missionary, and they move from hamlet to hamlet, often returning for second and third calls if the work necessitates.

The missionary, if married, is accompanied by his wife, and the car is fitted with living apartments for two, and a chapel, in one end of which is a library, with church pamphlets, papers, and railroad magazines.

Services Well Attended. The first cars accommodated sixty persons in the little chapels, but the more recent cars are built on modern lines, and hold 140 persons.

At the services chairs are placed in the aisle to seat the audience. People come from miles around, on foot and in lumber wagons, and, as each car is fitted with an organ given by a prominent organ firm, they enjoy the service, take part in the singing, and always ask when the car is coming again.

The railroads appreciate the beneficial effects of such an influence along their lines, and give sidetrackage, onto which the car can be switched during its stay.

In a number of cases the general manager of a road has ordered sidetracks to be built especially to accommodate the cars, and on a few occasions they have gone with the car on its initial trip and suggested the towns at which a visit would be welcome and most beneficial.

One general manager was so greatly impressed with the benefit the car conferred on his road that he ordered it at-

tached to his private train, and the missionaries were feasted as never before. On this trip the ground was broken for a church, and the railroad man offered to give \$100 toward every church founded by the car mission.

Sometimes the car is summoned to the railroad shops, that the employees may have the benefit of religious services. The original idea of the chapel car was to visit churchless towns and to stop periodically with the people there until they began to erect a church. So many places were found, however, where a church had been built, but services abandoned and the church building allowed to fall into decay, that it was decided to stop at such towns also.

In the Southwest the cowboys watch eagerly for the coming of the car, and are delighted when they get the missionary and his wife to visit their ranches. Often there will be only one cowboy in a Mexican border neighborhood who can speak English, but he translates for the rest, and all appear able to sing lustily.

In the Northern woods the work is chiefly in lumber camps, and here the trip is cold and cheerless, for winter is the time that these men must be reached. Often the car is engaged weeks ahead to visit the civil engineers and trial crews who are building roads in the wilderness. Then the car is attached to a construction train, and services are held morning and night.

Quite as interesting are the services in the mining districts of the Middle West, where the men come to the train with miners' lights in their caps. The seats on such occasions are well filled, three on one side of the aisle and two on the other. Each inch of available space is utilized.

Few persons realize how much good these cars do, unless they are privileged to take a trip on the frontier and to watch the work of the missionary. In addition to affording opportunity for those who desire to attend church service, they are often visited by men who come to scoff but remain to pray. Many a time rough, uncouth men smoke through a service and squirt tobacco juice on the floor. This means that the missionary must scrub the car on his hands and knees the next morning, so that it may be clean for the coming service.

The life of a chapel-car missionary is not an easy one by any means, for in the long Northern winters the car is in bleak places; they are obliged to saw their own wood, split it and stack it in the car, and always be prepared for the blizzard that is apt to sweep down the unprotected railroad tracks in the little-settled portions of Northern Wisconsin and Michigan.

Camera Aids the Work.

Every worker is equipped with a camera, and takes snapshots of the towns, meetings, and localities where the car is stationed. He makes systematic reports to the American Baptist Publication Society, under whose auspices the cars are sent out. A car costs about \$2,000 for the bare building, and the maintenance, of a few thousand dollars a year, falls on the society.

In one instance, fifteen women built a car. They selected for its name The Messenger of Peace, and it circulates in the Middle West. The Herald of Hope was built by several young men.

Conductors, engineers, brakemen, firemen, news agents, all classes of railroad

men, are interested in the work. One of the most energetic participants is an engineer on one of the fast trains in the West, who was attracted to a car while it was attached to his train.

In one place, after the car was sidetracked, the missionary was surprised to see the men of the town construct a sidewalk to the track so "their women could go to church," and later it proved that the walk was patronized by both men and women, who came to the services with children in their arms.

Even in so-called populous districts there are stretches along the railroad

track where the sightseer from the car window involuntarily offers up a prayer of thankfulness that he "does not live there." To such little bleak and desolate towns, which have no church, come these gospel cars, bringing news from the outside world, an opportunity to go to church, a reminder that, though isolated from the world, the inhabitants are not forgotten.

By it any wonder that the advent of such a car is hailed with joy, and that, in the almost deserted tracts of the Western and Southern States, they have become almost a necessity?



The Women at Republic, Mo., So Anxious for a Church that They Hauled The Stone.

Breaking Ground for a \$3000. Church at Republic, Mo., Built through the Effort of a Chapel Car Missionary.

SOME CURIOUS FACTS AND FIGURES.

Automatic bars have become so successful in Switzerland that a company has been formed to supply the Swiss and their visitors with electric automatic restaurants, where, as if by magic, meals will be served by electricity to all comers. The only thing necessary is to take your seat, glance over the bill of fare, place your money in the right slot, and the machinery does the rest.

Some Parisian theaters give gratuitous performances three or four times a year. They are intended for poor people, and the first arrivals are usually at the doors several hours before the house is opened.

It is stated that if all the gold in the world were melted into ingots it might be contained in a room twenty-three feet square and sixteen feet high.

The banana, it is stated, produces to the acre forty-four times as much food as the potato, and 139 times as much as wheat.

Very little food satisfies the Bedouin Arabs. Six or seven dates, soaked in melted butter, serve a man a whole day, with a very small quantity of coarse flour or a little ball of boiled rice.

The best cork comes from Algeria. There are two and a half million acres of cork forests in that country.

Wearing of corsets by the pupils in the girls' schools of Bulgaria has been prohibited. The penalty for doing so is expulsion from the school.

Balaclava, in the Crimea, famous for the battle fought there, is a fishing village eight miles from Sevastopol.

Tokyo has 800 public baths, which are used by 200,000 people daily.

Variations of temperature do not extend deeper in the ocean than 600 feet. Below that the temperature never varies.

King Edward and Queen Alexandra show their affection for their horses in a curious way. When a favorite dies its hoofs are cut off and polished, and the horse's name is inscribed on each hoof.

These are placed in a row in one of the harness rooms at Sandringham. On the wall above are photographs or prints of the owner of the hoofs. Their majesties have their favorite dogs as well as their favorite horses. Against a wall at the back of their residence at Sandringham may be seen a stone: "To the memory of dear old Rover."

The Car has a single estate covering over 100,000 acres—three times the size of England.

King Edward has played many parts in his time, one of them being that of a brickmaker and builder. At Osborne, there still stands a small fort which was erected by the king and his brothers many years ago, even the bricks being manufactured by the young princes.

A PRECIOUS SWORD. Perhaps the most precious sword in existence is that of the Gaekwar of Baroda.

Its hilt and belt are encrusted with diamonds, rubies, and emeralds, and it is valued at \$1,200,000. The Shah of Persia possesses a sword valued at \$50,000.

His father wore it on his first visit to Europe. There are some costly swords in India, and both the Czar and the Sultan possess jeweled sabers of great price. The most valuable sword in England is the one presented by the Egyptians to Lord Wolseley.

The hilt is set with brilliants, and it is valued at \$10,000.

Hall Caine makes a practice of visiting every place he intends to describe in a novel. When engaged on a story he writes, on an average, 1,500 words a day.

It is related that when Rider Haggard was a child, a very old doll of battered wood, hideously ugly, was one of his favorite playthings, and also of the other children in the family. An old nurse used to call this doll "She," and in after years the novelist borrowed the name for the heroine of his most famous book. At least, this explanation has been given of the origin of the book's title.

Don Carlos, King of Portugal, has life insurance amounting to about \$3,000,000 in American money.

Clergymen have strict orders never to preach longer than fifteen minutes before the German Emperor.

The favorite hobby of the queen-mother of Spain is collecting playing cards, of which she has a most valuable collection.

Her majesty possesses, for instance, the famous pack of ivory cards which Prince Eugene, conqueror of Marlborough, always carried with him in all the campaigns in which he took part. The Queen has in her collection cards from all European countries, and also some specimens from Egypt and Arabia.

Some of the most interesting are Spanish packs of cards which belonged to former members of the royal house of Spain.

It is estimated that the women of Great Britain have nearly twice as many chances of being married as the women of any other nation in Europe. This is one of the facts shown in the annual statistical abstract from the principal nations of the world, issued by the English board of trade recently. The period covered by the figures is from 1880 to 1900. In each of those ten years there have been fourteen or sixteen marriages per thousand of the population in Great Britain, while in other countries the rate has remained steadily at between seven and eight per thousand.

Rudyard Kipling is said to be proud of his varied information and accomplishments. Once, while in this country, he stopped a Chinaman and addressed him in Chinese. The Celestial looked at him steadily for a moment, and then, saying, "Me no speake Ingles," passed on.

Love No Excuse for Murder. From the Providence Journal.

These men who shoot women for refusing to elope with them and then explain that they "loved" them so deserve as little sympathy as any class of criminals on the face of the earth. Some forms of murder may be palliated, though not excused. This is about the meanest imaginable. No man whose "love" has a sentiment worthy of the name or who had in him a single wretched shred of manliness would commit such a crime and make so futile an excuse for it. And yet such a man, found guilty and condemned to death, no doubt would have the active sympathy of thousands of hysterical women and crack-brained men.

Over and Above. From Harper's Weekly.

"Mother, does Dr. Smith wear his everyday clothes under that long white gown when he preaches?" asked a little girl who had seen the edge of the minister's trousers under his robe.

"Yes, dear," was the reply.

"Well," she continued, "how I know why it is called a surplus."

THE NEW SPELLING. In slangy "setton" language I've been 'mong the hindmost hands: My knowledge has been picked up from "The Cowman's Back of Brandy."

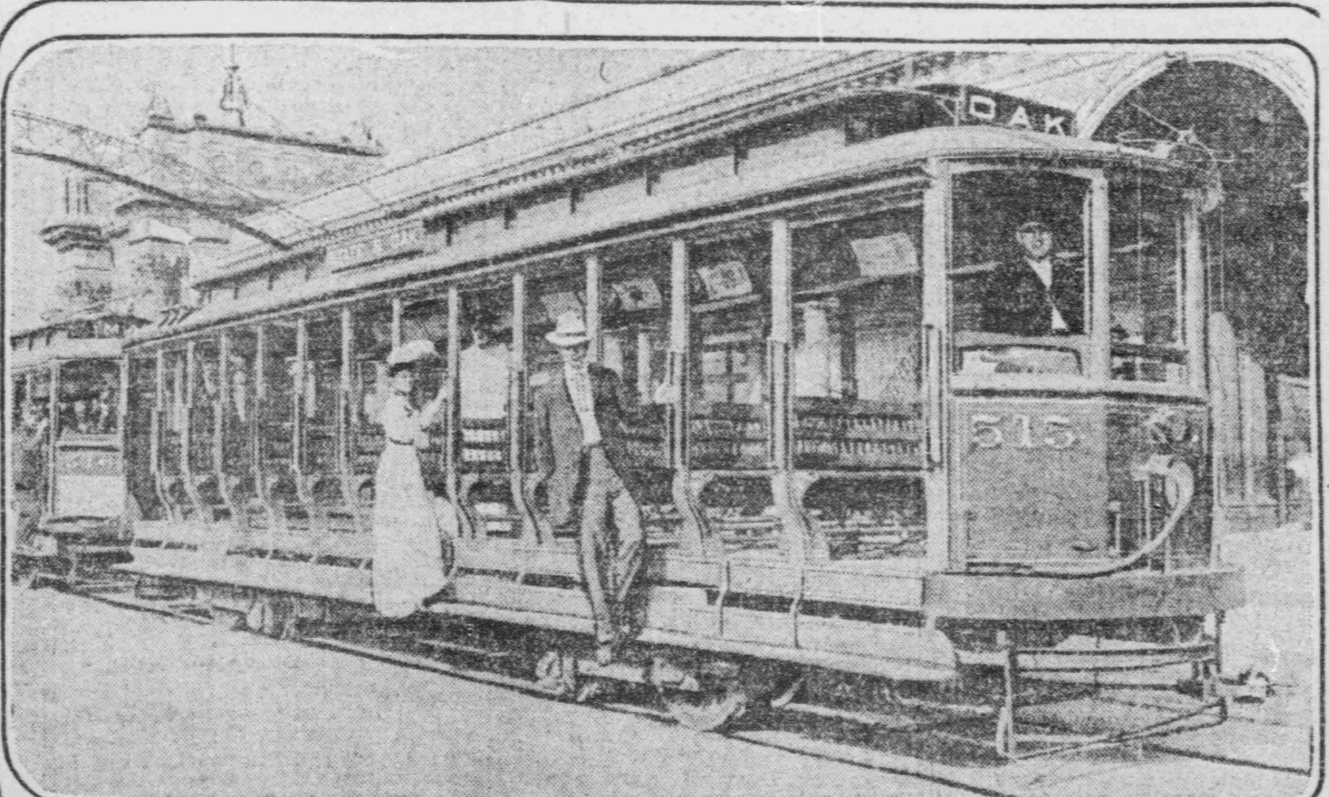
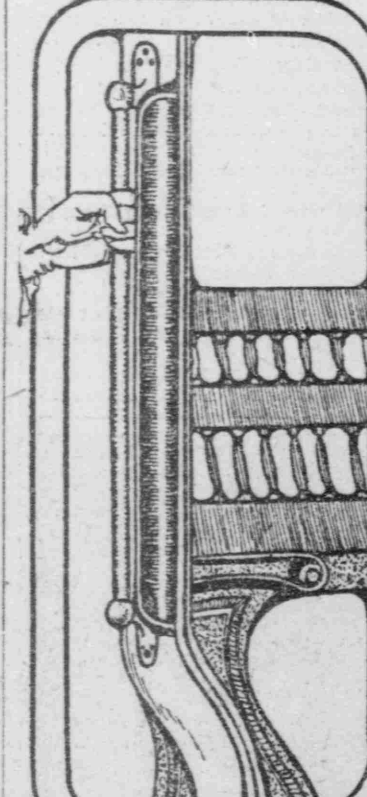
But now I'm a scholar, I'm a downright proper sort. When with a "k" I start off "k" is makin' my report.

I'd never hang back, modest, and was shy of pen and ink; But now bring on your writin' and let me out a link; I'll stick my work with any under this new spellin' rule.

And I'll simply tell my critics I'm from Uncle Andy's school.

—Denver Republican.

A CURE FOR THE "GET-OFF-THE-CAR-BACKWARD" HABIT.



The Shields on the Handles of This Car Prevent Women from Alighting Backward.

If women will persist in getting off street cars backward-facing the rear instead of the front—why, mechanical means of heading them the other way must be adopted, that's all.

Many a man has felt cold shivers, even on a summer day, through witnessing the accident-inviting method of women leaving the car.

Now and then they have seen one, thrown from her balance by a sudden start of the car, flung more or less heavily—and most certainly ungracefully—to the street.

But now comes a man from Columbus, Ohio, who proposes to make women alight as they should; he has been worried so long by their actions that he set his wits at work to devise a remedy. This remedy presents to them much the same proposition as causing the rabbit to climb a tree—it's against their nature, but they just have to do it.

When the inventive Columbus man had perfected his face-to-the-front device, he took it to the officials of the street railway company of that city.

After looking the thing over they concluded that it might do, that is, if anything would. Of the last they were not entirely hopeful, but they concluded to try the proposed plan. So they equipped one of the open summer cars with the device and sent it on its experimenting way.

Something really ought to be done, the officials acknowledged, as the habit of alighting backward they say is responsible for more accidents than all other causes. If the new device is successful, it will be placed on all the cars.

It is a very simple one. The car now equipped is a summer car, open at the sides. Formerly a passenger, on leaving this car, found two hand-holds—one on each side of the exit—as she left.

Both are still there, but only one—that on her left—is available. That on her right is covered by a shield so that it cannot be grasped by any one from that side.

On the other side it is uncovered, and may be used by one leaving the car from that exit, grasping it with the left hand. Catching hold of the rail with her left hand, the passenger must necessarily turn her face in the direction the car is going.

That, of course, enables her to keep her feet in case the momentum of the car is sufficient to disturb her equilibrium in alighting.

On the other side of the car the same arrangement of the hand-hold and sheath is made, except that it is reversed.

"The custom of holding the skirts with the left hand is responsible for the habit of getting off backward," said Claim Agent B. B. Davis, of the company.

"Holding her skirts in her left hand,

the lady must use her right hand in steadying herself as she alights. With that hand she can more readily lay hold in ordinary cars upon the rear hand-hold. Supporting herself in that way she must turn her face to the rear as she steps to the ground.

"If the car happens to be moving ever so little as she does so, she is almost sure to fall. She must have some support as she alights, and the device we are experimenting with compels her to use the rail on her left."

The company is keeping a record of accidents on this car, which list will be compared with those on other similar cars that are not so equipped.

If statistics show that the device does what is claimed for it by its inventor, the company will equip all its cars, both summer and winter, with it. The cost will not be great—probably not more than \$5 per car for summer cars, and much less for closed cars.

—Denver Republican.